A BANKRUPT CITY.

Elizabeth, N. J., Unable to Meet Its Liabilities.

QUEER FINANCIAL MANAGEMENT.

Probability that the Public Schools Will Have To Be Closed.

The beautiful city of Elizabeth, N. J., having 28,000 inhabitants, declared itself bankrupt yesterday by defaulting not only on the interest on its bonded lebt, but also by failing to provide the means requisite for the payment of the bonds which natured yesterday. Up to the very last moment hopes were entertained that Comptroller Leggett might succeed in raising the wherewithal to pay at least the interest, but with less than \$3,000 in the eity treasury and unable to borrow money anywhere it was impossible for him to pay the \$36,000 which was due to the public creditors, and the Farmers' Loan and Trust Company, of this city, acting as inancial agent of the unfortunate city, had but two ords for those presenting coupons-viz., "No The non-payment of this debt only inthe excitement in Elizabeth, where many laboring men had hoped that of February at least a portion of the \$60,000 due them since Octo-ber last would be paid; but policemen, schoolteachers and all those employed under the city government went to the Finance Department in vain, and there received the same answer given to the bondholders in New York. The excitement increased toward evening when the City Council met for organization. It was almost impossible to reach the Council room, so dense was the crowd along the stairs and in the lobby. Unfortunately, however, the Council kept on wrangling about the presidency of the Board, an occupation in which it has been engaged since New Year's Day. Ballot after ballot was taken without result until a motion was made to go into secret session, so that members could privately consult and see if something could not be done to organize. "We are the crew on board the ship," said Councilman Rvan, "and the ship is in a terrible condition. Let us drop politics and do our duty and attend to the affairs of this beautiful city." "We democrats will carry this city through its troubles," exclaimed Alderman Bauer. "This Board is not responsible for this city's terrible state," added Mr. Crane. "The trouble comes from ridiculous improvements made long ago and from a false financial system."

THE COMPTROLLER BLAMES THE CITY COUNCIL. It was nine o'clock when the Board went into secret session, and a message from the Comptroller lay on the president's desk unacted upon. In this munication the Board is informed that, "owing to the many unfavorable remarks by some members respecting the credit of the city, and general dissatisfaction and constant talk of our credit-the Comptroller was not able to sell bonds or make further temporary loans." The total city

or make further temporary loans." The total city debt of Elizabeth, according to another report of the Comptroller, is \$5,686,130 24. To meet the interest on this and the bonds maturing in 1879 (\$171,500\$) there was in the treasury on the 1st of January a little over \$5,000, and no official has been paid since and but few taxes have since been collected.

"All the trouble," said a prominent property owner, "arises from the fact that ten years ago, when everybody went on improving and the pavement companies came along here, they got a decree from the Supreme Court that property should be assessed by the lineal foot. The City Council took this as a guide and they went on improving. Three years later the Supreme Court rendered that decision and they and the supreme Court rendered that decision and they where \$3,000,000 back on the city at large. The city had to assume responsibility and property owners then were glad enough to get their money back with interest. The city then issued the consolidated bonds paying seven per cent. This was in 1878, and they have paid their interest regularly up to this day. In fact, there exists two parties in Elizabeth, one in tavor of entire repudiation, the other in favor of paying the honest debts of the city, and the action of the present council will show who has the upper hand."

TEARS AT FOLICE HEADQUARTEES.

The effect of the hon-payment of honest debts to city employés was practically illustrated when last evening the HERALD reporter paid a visit to the office of the Chief of Police. Lieutenant Furman, a finelooking officer, nearly seventy years old, was in charge at Headquarters, and, with tears in his eyes, he said:—

s Chief of Police. Lieutenant Furman, a fine-g officer, nearly seventy years old, was in charge dquarters, and, with tears in his eyes, he said:— r until this morning have I had a piece of mest d me. In all my life I have worked hard, but is the first time that I could not get I have not seen a dollar since October 1; have buy the necessaries of life on trust, but this ng my butcher refused to trust me any more

morrow evening the Board of Education will

To-morrow evening the Board of Education will meet, and it will then be decided whether the six public schools, containing about seven thousand children, shall be closed. The gas supply, it is also believed, will be cut off in a very few days. Serious Charges Against The Finance Department.

Mr. John Eagan, ex-Speaker of the House of Assembly, said:—"This Finance Department of Elizabeth has been run in the interest of the National State Bank here, of which the Comptroller is a director. The Mayor of the city is vice president of the bank. At one time they had authority from the Legislature to issue the consolidated improvement bonds to help along the payment of the old five year bonds. They issued those one million at a time. When they were issued they sold them half a million at a time. The money received therefor was deposited in this bank in anticipation of debt some years in advance, without interest. The city to meet its current expenses berrowed from the same bank money, paying therefor seven per cent—in other words, berrowed their own money, paying seven per cent on bonds and seven on borrowed money, virtually paying fourteen per cent for money lying ide. The schools," continued the ex-Speaker, "are State institutions. The funds for their maintenance—\$28,000—comes from the State. No one has a right to divert it from that purpose and yet our teachers are not paid. I call your attention, further, to the fact that the Mechanies Savings Bank, of which the Comptroller is president, had \$100,000 in Elizabeth bonds in 1877, in 1878 the bank had only \$42,000; to-day the bank has not a dollar of these bonds. The city of Elizabeth has made itself liable, criminally, by not paying over to the State Collector the money due to the State for State purposes. The city owes the \$54,000, and that money has been diverted by its officers to other purposes."

money has been diverted by its officers to other purposes."

ADDITIONAL SUFFICERS.

In addition to the State of New Jersey and the employes of the city generally, the following are said to be the leading sufferers by the bankrupted condition of Elizabeth:—Singer Manufacturing Company holds \$1,000,000 bends; the Equitable Life Insurance Company of Newark, \$2,000,000 and the Elizabethtown Savings Institution, \$56,000. The latter concern has been placed in the hands of Chancellor Runyon, who has ordered the officers to prepare a report at once and protect the interests of the depositors, to whom some \$220,000 are due.

Comptroller Leggett could not be found in Elizabeth yesterday, he having gone to New York to secure some rest after the worry he has gone through while endeavoring to prevent the crash that finally had to come. At the Finance Department, representatives of the press were informed that one of the principal reasons why he had left the city for the day was to avoid being interviewed by reporters. It was ascertained, however, that in addition to the City Improvement bonds amounting \$17,500, \$5,000 almshouse bonds, also fall due this year. The other improvement bonds mature as follows:—In 180, 368,000; in 1881, \$19,000; in 1881, \$22,000,000 do not mature until 1885, while various additional bonds \$1,500,000 become due between 1880 and 1886.

THE CITY DERT IN FULL.

come due between 1880 and 1886.	
THE CITY DEST IN FULL.	
The following is a detailed statement	of the city
debt as it stood January 1 last:	
City improvement bonds	\$297,500 00
Consolidated improvement bonds	2,561,000 00
Funded bonds	
Funded debt bonds	755,000 00
School house bonds	90,000 00
Market house bonds	66,000 00
Almshouse bonds	5,000 00
Tax arrearage bonds	244,000 00
Interest accrued on bonds	65,791 25
Temporary loans	918,688 95
Interest allowed on loans	12,780 00
State and county taxes	
Contracts	661 85
Awards for street openings	
Interest on awards,	
Unpaid bills	34,000 00
The same of the sa	
Total	\$5,823,865 16

127 724 00

lovy to pay the defaulted interest, and that other means will be found to raise money for the police salaries and other city debts.

JERSEY CITY'S FINANCES.

A committee appointed by Mayor Hopper, of Jersey City, to devise a remedy for the present financial couing held in the City Hall last night. The report rec ommended a reduction in the salaries of the city ommended a reduction in the salaries of the city of-ficials of forty per cent and the abolition of all the city Boards, excepting the Board of Finance and Board of Aldermen, and introduced two bills to be presented to the Legislature relating to assessments and collection of taxes, and providing that taxpayers should be allowed to give bonds for their taxes and assessments, to be paid in annual instalments. The report was given to a special committee to be printed and presented at a public meeting next Saturday night.

A NIGHT OF FIRES.

A FRONT STREET WAREHOUSE BADLY DAMAGED WELVY TOSS ON STOCK

A fire was discovered at a few minutes before o'clock last night in the upper part of the warehous No. 66 Front street, occupied by A. V. Ryder for the storage of flour. For some the windows the watchman on Front street, between Coenties slip and Broad street, had noticed a smell of fire on that block, but, in spite of careful search, was unable to discover its location. Finally the appearance of smoke from the third and fourth story ndows of No. 66 confirmed his suspicions, and he immediately gave an alarm, to which Engine Comimmediately gave an alarm, to which Engine Companies Nos. 10, 32, 4 and 6, with Hook and Ladder Companies Nos. 10 and 11, immediately responded. They quickly broke into the building and ascended with their hose, but they were met with a tremendous volume of smoke and hot air, which showed that the spark had been smouldering a considerable time. The second alarm was immediately given and promptly responded to, raising the force on the scene to nine companies. Captain Cafrey and forty men of the First precinct were also present. Police Commissioners King, Gorman and Perley were also soon present. Chief Eli Bates commanded the force, Ladders were raised to the windows, the iron shufters were wrenched away and a number of streams were poured into the building. The firemen also forced their way into the warehouses of Kaupper, Keil and Scholler at No. 68, and ascended to the roof. The fiames in No. 68, in spite of all efforts, reached the fifth story, whereupon the men cut their way down through the roof and poured in several streams on the burning mass. At about the same time tongues of fiame burst from the windows and lickel the front walls, rendering the position of the men on the ladders dangerous in the extreme.

This was the only moment when the fire presently characterizes a great confiagration. The flames lit up the vast clouds of smoke that filled the street and hovered over the building with a ruddy glow that was suggestive of the fierce havoc they were making inside. But the men worked with the best will and the engines were driven at their utmost power, and the flames were quickly subdued. Smoke continued to roll out till about one o'clock, when the engines began to withdraw, and the fire was reduced to a few smouldering embers. The circumstance that gave the firemen most trouble was the fact that the building was stored with flour parrels piled in tiers to the ceilings, so that the streams failed to penetrate far beyond the windows. At about a quarter to one o'clock the staircase leading from the third t panies Nos. 10, 32, 4 and 6, with Hook and Ladder Companies Nos. 10 and 11, immediately re-

the stock.

The ownership of the building could not be ascertained last night. The damage to it will amount to about \$3,000. Mr. Ryder's stock will probably be a heavy loss. It consisted entirely of flour, and there is said to have been a large quantity in the building. It was also believed that the injury to stock, both from fire and water, must have been very serious, but in Mr. Ryder's absence no definite facts could be obtained.

At a quarter-past ten P. M. an slarm was given from No. 51 Vesey street, and engines Nos. 29, 6, 7 and 12 every precaution necessary a second slarm was sounded, and companies Nos. 4, 10, 27 and 32 also reported for duty. Within forty minutes after breaking out the flames were subdued. The building, five stories high and of brick, is occupied mainly as a paper box factory by Abraham Hess, the four upper floors being devoted to that business. The hallway on the first floor has been occupied by Moritz Schwartz, of No. 295 Greenwich street, as a storeroom for dry and fancy goods, retailed from stands during the day, a No. 205 Greenwich street, as and during the day, a smooden partition separating this storeroom from the liquor saloon of Martin Lawlor, who occupies the remainder of the floor and basement. The fire had smouldered in the hallway a long time before it broke out, as the heavy front doors are charred almost through. The loss will not exceed \$3,000 at the utmost; though, owing to the absence of every one connected with either establishment in the building, no approximate value of the stock could be ascertained. In May last a fire broke out in the same hallway under somewhat similar circumstances.

PIRE IN CHAMBERS STREET.

Fire was discovered shortly after six o'clock last evening on the second floor of No. 199 Chambers street, occupied by Messrs. Brennock & Co., paper has manufacturers. The alarm being given engine Nos. 4, 7, 27 and 29 responded. The combustible nature of the stock gave a serious aspect to the flames, and as they quickly extended to the flames, and as they quickly extended to the floor beneath, where Messrs. D. J. Phillips & Co. carry on the coffee and spice business, a second alarm was sent out, when engines 6, 12, 30 and 31 reinforced those on the ground. As the building runs through to No. 191 Reade street, a thin partition only dividing the above premises from Messrs. William Gamble & Co., dealers in butter, eggs and fruits, it was feared that serious results would ensue, particularly as there was a fresh breeze blowing from the northwest. The firemen worked manufully, and succeeded in keeping the flames confined to the second and first floors of the Chambers street side of the building. Phillips & Co. will lose about \$2,500. They are partly insured. Brennock & Co.'s damage could not be ascertained, neither could that of Gamble & Co., though in both cases it is of a triding nature. The building is not seriously damaged.

FLAMES IN A PAWN SHOP.

A fire on the third floor of No. 57 Grand street, last night, caused \$500 damage to the pawn shop of Isaac Levy and injured the building to the extent of \$200.

MISS SMITH'S LOSS, A fire at No. 211 East Thirty-sixth street caused the occupant, Miss Smith, a loss of \$100.

DAMAGED STOCK. A damage of \$550 was sustained by Thomas Keyworth on the stock he had in the building No. 81 Pitt street, which was on fire last night.

WASHINGTON, Feb. 1, 1879. Shortly after nine o'clock to-night a fire was discovered on the roof of Willard's Hotel. An alarm was given from the streets, and the guests were ad-vised by persons on the sidewalk, who were appre hensive of an extensive fire, to come outside. There was considerable excitement, and the guests gathered in the halls and corridors, prepared for a hasty departure. The fire, however, which at first promised to result in a very extensive conflagration, was soon under control. The employes of the hotel, who are formed into a fire brigade, with buckets of water and the hotel hose, did effective service, and as soon as the Fire Department could get water upon the room all danger was over. The early hour at which the fire was discovered undoubtedly prevented a very general panic.

The principal loss is by water, which, it is said, will not exceed \$1,000.

A feature of the alarm was, it is stated, the entrance of several thieves into the hotel building and the sarly services of policemen were required to prevent lepredations.

LONGING FOR LIBERTY.

Justice Ferry, Third District Court, Brooklyn, yes rday sentenced John Anderson to jail for twenty ve days for violating the shipping laws. Anderson made a bold attempt to escape from the pen. He tore up a board, making an opening through which he dropped into the cellar. The noise attracted the he dropped into the cellar. The noise attracted the attention of Court Officer Ryan, who attempted to pass down through the hole in order to secure the escaping prisoner. The officer being too stout, however, was unsuccessful in the effort and was compelled to call for assistance before he could extricate himself from his painful and unofficerlike position. Anderson was eventually recaptured and Justice Ferry gave him another sentence of twenty-five days' imprisonment for malicious mischief.

Robert Mailoy, who was recently arrested for being

implicated in the robbery of a residence on Putnam avenue, Brooklyn, made a desperate attempt to escape from custody yesterday afternoon. He was on his way to jail, in charge of Detective Kelly, of the Ninth precinct. Malloy suddenly slipped from the grasp of the detective, and, after a long run, finally jumped over a fence, along the top of which was upright nails, and secreted himself in a coal yard. He was recaptured, however, and locked up.

RECEPTION TO MR. NAST.

THE DISTINGUISHED CARTOONIST HONORED BY HIS ARMY AND NAVY FRIENDS—PRESENTATION OF A HANDSOME SILVER VASE.

A reception was tendered to Mr. Nast last evening at the residence of Colonel William C. Church, editor of the Army and Navy Journal, No. 51 Irving place, at which a handsome presentation was made to the clever artist. The gift consists of a silver vase in the shape of a large canteen, gilded and tastefully decorated. It is supported by two golden eagles, the whole resting on a pedestal of ebony. On the face, is a representation of Columbia decorating Mr. Nast. This is surrounded by branches of olive and oak.

The reverse bears the following words:—

Presented to Thomas Nast by his friends in the Army and Navy of the United States, in recognition of the particitic use he has made of his rare abilities as an artist of the people. The gift of 3,340 officers and evilsted men of the Army and Navy of the United States. Among the distinguished officials present were the following:—Admiral Trenchard, General Crittenden General Benham, General Sweeney, General P. F.

following:—Admiral Trenchard, General Crittenden, General Benham, General Sweeney, General P. F. Bodenburgh, Colonel Bliss, Colonel P. S. Michiel, of West Point; Colonel Wharton, Colonel Bird, Licutenants Whitney and Webster; Licutenant Pitcher, of the First cavalry, Arizona; Licutenant Pitcher, of the First cavalry, Arizona; Licutenants Anderson and Mills, of West Point; Captains Brain, Erben and Ward, Majors Wilson, Hoskins, Judd and Dickinson, Surgeon Draper and Engineer Allen, of the Navy Department.

THE PRESENTATION ADDRESS.

After Colonel Church had introduced all his guests to Mr. Nast and a little desultory conversation had been indulged in, General Crittenden was called upon to make the presentation address, which he did in the following words:

"Mr. Nast, Iortune has imposed upon me a duty which properly belonged to the distinguished General Hancock. I must speak to you, sir, in the name of a large number of officers and seldiers and salidors of the navy and the army of the United States, and in their name tender for your acceptance this beautiful vase. At a time when the army and the navy were in their utmost strait you were a friend. It would be, perhaps, better if I should road the inscription which is on this memorial, for it better expresses the motives of those who present it to you than any language I can use now." The inscription given above was then read. "When the army and the navy were assailing the army, when its best friends we were concerned, and their hearts with generous sentiments. What wonder that all those officers and soldiers should now turn to you as their steadfast friend and one most abroad through this land your weekly message, and from every section came back thanks; for politicians might know it, the people have no distrust in the army or the navy. The people do not dislike either. Your little finger was stronger on our side than the pens and the voices of the ablest and louders should now turn to you as their steadfast friend and one most abroad through this land your week

Mr. Nast replied as follows:—

Gentlemen, at this moment, more than ever before, I lament the limitations of my art. I cannot talk or speak with my pencil except in Hurper's Weekly, and the pencil is the only instrument that I can play upon. Allow me to say in the simplest words that I feel most deeply, as I ought to feel, the value of your generous approval. I honor the army and navy. I honor them for their services during the war and their useful service in peace. The army and navy of the United States I regard as a sort of university, a reservoir of knowledge, a school of manners. What a very extensive training ground in the Western plains for our army, and the boundless usean as a crustal ground for the navy. Other y and the navy have preserved their corrupt in the worst perils of our country; and they constitute to day an ununsurable argument for permanency of appointment, and a just system of promotion. And, gentlement, at the same time, in your presence, allow me to thank the Harpers—I see one of the firm here—the principal one—for allowing the such perfect freedom of scope with my pencil, especially where the army and navy are concerned. (Applause.)

A little collation was then enjoyed. Mr. Harper

my pencil, especially where the army and navy are concerned. (Applause.)

A little collation was then enjoyed. Mr. Harper spoke of the honor that the army and navy were to the country. He referred to the bill recently introduced in Congress to keep the army from interfering with the polls at elections. This reference was received with a general laugh of derision. The speaker hoped that the time would come when other branches of the government would cease from interfering at the polls and when the civil service would be respected, as at present it was not. If there was any aristocracy in this country it was the aristocracy of the army and the navy.

These remarks were loudly applauded, after which Colonic Church was toasted and responded in a next speech. After several other toasts had been given the party broke up.

THE SKATING CHAMPIONSHIP. TWELVE CONTESTANTS START ON A TWENTY-FIVE

NER. The contest for the skating championship of

America took place last night at the Manhattan Rink, Eighth avenue and Fifty-sixth street. The race was for the distance of twentyfive miles, and the following cor

street. The race was for the distance of twentyfive miles, and the following contestants started:—
E. G. Gurney, G. D. Phillips, Frank Fromel, Charles
Praff, Jr., W. T. Livingston, W. H. Griffen, Floyd
Sherwood, M. Ryan, W. R. Brown, Harry Hamberg,
George Montgomery and Thomas Clare.

The prizes contested for were three medals—
the first and second of gold and the third of silver and
gold. The lads represented the Manhattan, Harlem,
Scotish-American, Knickerbocker and other athletic clubs. There were eight laps to the mile and
the turns were so short that only those used to cutting large circles could make fast time.

Gurney was the favorite at the start. He fell after
going four miles, oadly injuring his knee caps.
Others dropped out of the race, until only half a
dozen were in the contest. Shortly after
Mr. Ryan, of the Scottish-American Athletic
Club, finished his sixteenth mile he fell
fainting on the ice. A doctor who was called to attend him pronounced his case rather serious.

Mr. Phillips, of the Hudson Boat Club, kept at
the front from the start. He skated the twentyfive miles in two hours, five minutes and forty
seconds. Mr. Floyd Sherwood, of Brooklyn,
came in second, about one minute after Phillips,
while Harry Hamberg, of New York, captured the
third prize. Griffen, Montgomery and Fromel were
theonly contestants near the winners previous to the
finish. The distance could have been covered in
much less time had the race been run on a straightaway course.

THE BELDEN AND VAN NESS WALK.

THE BELDEN AND VAN NESS WALK.

Belden and Van Ness continued to plod on their weary way, and at half-past one this morning Belden had completed 437 quarter miles and Van Ness 201. Both men at that hour were in good condition.

A NEEDED REFORM.

MASSACHUSETTS LAWS IN RELATION TO THE IN-SANE UNDER DISCUSSION.

Boston, Feb. 1, 1879. hospitals and asylums of the Bay State and the whole system of laws relative to cases of alleged insanity and the care of the persons and estates of those charged as being incapable to manage their own affairs, is attracting wide attention here, and measures are likely soon to be taken which will lead to the reform of shameful abuses. In furtherance of this object the following invitation has been extended and arrangements have been made for holding a public meeting on Monday evening next at Tremont Temple: -

on Monday evening next at Tremont Temple:—

To Hon, E. R. Hoar, Rev. James Pherman Clarre, Mr. Wendell Phillips, Hon, S. E. Sewall, Mrs. Mar A. Livermone; Mr. Julius Chambers, of New York:—
We believe that our laws in relation to the commitment to and release of patients from our lunatic hospitals and insane asylums should be changed, and that some law should be made which will prevent, so far as can be, the possibility of any abuse or ill treatment of such patients, and will secure a more careful supervision over these institutions and more strictly guard and protect the rights and interests of these unfortunate people.

The action of Governor Talbot in calling the attention of the Legislature to this subject, the discussion of it by the press, the recent release of Captain Holm from an asylum by the courts, and the suggestion made by the Board of State Charities in their report, just published, indicate this as a favorable time to secure such legislation.

Your well known interest in this, as in all philanthropic objects, induces us to ask if it would be agreeable to you to speak upon this subject in Tremont Temple seme time during the present month.

The note is signed by Mrs. Lydia Maria Child, Mrs. Governor Talbot, Mrs. Fenno Tudor, Mrs. S. S. Rus-

Governor Talbot, Mrs. Fenno Tudor, Mrs. S. S. Russell, Mrs. James T. Fields, Rev. E. E. Hale, Rev. Rufus Ellis, Rev. Phillips Brooks; Rev. J. F. W. Ware, Rev. W. P. Tilden, Rev. W. W. Newton, Henry W. Longfellow, John G. Whittier, William Lloyd Garrison, Dr. Henry I. Bowditch, Dr. D. Humphreys Storer, Dr. Francis Minot, Hon. H. W. Paine, Hon William Gaston, Geo. O. Shattuck, Gustavus A

From the character of the expected speakers and the deep hold the subject has taken on the popular sentiment, a very large attendance is anticipated.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF JANUARY. Sails | Destinat Republic State of Virginia ALMANAC FOR NEW YORK-THIS DAY.

| Sun And Moon | High Water | Sun rises | 7 09 | Sandy Hook | morn | 3 23 | Sun sets | morn | 3 47 | Hell Gate | morn | 5 53 | HERALD YACHT WEATHER OBSER-VATIONS. Hour. Inch. Dey. Wind. State of Weather.

WESTERN UNION TIME BALL.

PORT OF NEW YORK, FEB. 1, 1879.

ARRIVALS REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamer City of Berlin (Br), Kennedy, Liverpool Jan 23 and Queenstown Jan 24, with midse and passengers to J G Dale. Dale.

Steamer Glenartney (Br., Auld, Yokohama Nov 10, Hiogo 17th, Shanghai 29th, Amoy Dee 4, Singapore 11th, via Suca Jan 1 and Gibraltar 13th, with tea to Henderson Bros. Had heavy W and NW gales and high seas the entire passage.
Steamer Gate City, Duggett, Savannah 3 days, with mdse
and passengers to Geo Yonge.
Steamer Fanita. Smith, Philadelphia, with mdse to James and passenger Fanita, Smith, Philadelphia, with mdse to James Hand.

Bark Condor (Nor), Sivertsen, Bordeaux 51 days, in ballast, to Funch, Edye & Co.

Bark Serrano (of St John, NB), Edgett, Bordeaux 50 days, in ballast, to J W Parker & Co.

Schr Lanie Cebb (of Bangor, Me), Wood, Milk River, Ja, via Charleston, 39 days, with logwood to order; vessel to H W Loud & Co. Put into Charleston Jan 14 to land Capt Cobb, he being sick.

Schr A D Merritt (of Boethbay), Lewis, Inagua 14 days, with sait to R Murray, Jr; vessel to Isaac R Staples.

Schr G P Wright, Cropper, Virginia.

Schr Gredde L Porter, Chase, Baltimore.

age Ship Lennie Burrell (Br), from Antworp, which was anchored in Gravesond Bay for orders, came up to the city lat PM. PASSED THROUGH HELL GATE. BOUND SOUTH.

Steamer Rossend Castle (Br), Turpin, Messina via Boston or New York, in ballast, to J C Seager.
Steamer Eleanora, Johnson, Portland for New York, with noise and passengers to J F Ames.
Schr Cynthia Jane, Gardiner, Providence for New York. Passed in AM—Schr Annie Brown, before reported await-ng orders in Hart Island Roads.

BOUND EAST. omer Amos C Barstow, Kenny, New York for Provi-Steamer Amos C Barstow, Kenny, New York for Provilence.
Brig Arabell (Br), Vaughn, New York for Kingston, Ja.
Schr Caivin (Br), Odell, New York for St John, NB
Schr American Chief, Newlove, New York for Rockland.
Schr Nejnal, Dewlek, New York for New Haven.
Schr Sallie Burton. Burley, New York for Stamford.
Schr Victory, Rublinson, Hoboken for Boston.
Schr Neptune's Bride, Gambol, Hoboken for Boston.
Schr Mentine Mitchell, Burrett, Hoboken for Providence.
Schr Lady Ellen, Gardiner, Hoboken for Providence.
Schr Lady Ellen, Gardiner, Hoboken for Providence.
Schr Lady Ellen, Gardiner, Hoboken for Providence.
Schr Wm II Hepkins, Tribble, Staten Ialand for City
Island, wnere sho will baul out.
Schr J McCarter, Carter, Port Johnson for Providence.
Schr Janes, Phelps, Virginiaffor New Haven.
Schr R C Paige, Hakey, Ehiladelphia for Boston.

following went to an anchorage in Hart Island Schr Louis Walsh, O'Donnell, Amboy for Allyn's Point. Schr Win N Gossner, Egbert, Philadelphia for Providence

CLEARED.

Steamer California (Br), Donaldson, London-Hender Steamer Ethionia (Rr) Campbell, Glasgow-Henderson Bros. Steamer Scandinavia (Br), Ward, Glasgow-Henderson Bros. Steamer Zante (Br.), Shilston, Glasgow—Phelps, Bros & Co. Steamer Weser (Ger.), Barre, Bremen via Southampton— Oelrichs & Co. Steamer Neille (Br), Feders, Hamber Daniel Steinmann (Belg), De Smet, Antwerp— nich, Edye & Co. Steamer Hermod (Dan), Olsen, Antwerp—Funch, Edye & o. Steamer W A Scholten (Dutch), Vis, Rotterdam—Funch, dyc & Co. o. r Freya (pan), Johansen, Havre-Funch, Edye Co.
Steamer Bahama (Br), Cowell, St Pierre, St Lucia and arbados—A E Onterbridge & Co.
Steamer Niagara, Certis, Havains—J E Ward & Co.
Steamer Alhambra (Br), McEihenney, Halifax, NS—Clark Seaman.
Steamer State of Texas, Nickerson, Galveston via Key Cest—C II Mallory & Co.
Steamer Loge Star, Clapp, New Orleans—Bogert & Morans. nn. Steamer Knickerbocker, Kemble, New Orleans-Clark & mer Ashland, Hunter, Fernandina-I K Roberts, mer City of Savannah, Mallory, Savannah, Geo Yonge.
Steamer City of Atlanta, Woodhull, Charleston—J W
Steamer Resultance. Steamer John Gibson, Travers, Georgetown, DC-J L. Steamer J. W. C. guiator, Doane, Wilmington, NC-Wm P Clyde

Room, Jr.
Steamer J W Garrett, Foster, Baltimore via South AmJoy and Camden—J S Kreins.
Steamer Fanita, Smith, Philadelphia—James Hand.
Steamer Eleanora, Johnson, Portland—J F Ames.
Steamer Glancus, Bearse, Boston—H F Dimock.
Ship Lamica (Br., Sinclar, Lendon—Snow & Burgess.
Ship J C Robertson (Br), Sutton, Antwerp—Boyd & lineken. Bark Enid (Br.) Braithwaite, London—George F Bulley, Bark Abbie B (Br.) Hunter, London—C W Bertaux. Bark Olive Mount (Br.) Smith, London—C W Bertaux. Bark Vale (Nor), Olsen, Great Yarmouth—Benham d Bayessen.
Blark Robert Godfrey (Br), Travis, Queenstown-P I
Newma & Sop.
Bark Napried (Aus), Mattessich, Waterford-Slocovich & Hark America (Ger) Kunsch Bremen-Hermann Koon & Bark Boylesta (Nor), Halvorsen, Konigsberg-C Toblas & Co.
Bark Annio I Marshall (Br), Parker, Antwerp—J W Parker
& Co.
Bark Edward D Jewett (Br), Malmqvist, Bordeaux—
Seammell Bros.
Bark Germania (Port), Pellics, Oporto—Hagemeyer & Bark Kestrel (Br), Lockhart, Williamstadt (Curacoa Bartram Bros.
Brig Morning Light, Dill, Demerara—L W & P Arm-Brig Samuel V Merrick, Lippincot, Havana—J E Ward &

Co.

Brig Rapid (Br), Bergman, St John, NB, vta Port Johnson, NJ-Seaumell Bros.
Schr Joseph F Baker, Davis, Progress—Thebaud Bros.
Schr Hattle Weston, English, St George (Gransda)—Leay-craft & Co.
Schr Delhi, Lyman, Ponce, PR.—J H Winchester & Co.
Schr Delhi, Lyman, Ponce, PR.—J H Winchester & Co.
Schr Almeda Willey, Gilchrist, Cienfuegos—Parsons &
Loud. Schr Engene, Clark, Jacksonville—Geo II Squire. Schr Eva Holmes, Burden, Norfolk—Overton & Hawkins

SAILED.

Steamers Britannic (Br), for Liverpoel; Egypt (Br), do; Ethlopia (Br, Glasgow; Scandinavia (Br), do; California (Br), London; Weser (Ger), Bremen; D Stemmann (Bag), Antwerp; Niagara, Havana; Bahama (Br), Barbadys; State of Texas, Galveston and Key West; Knickerbocker, New Orleans; Lone Star, do; City of Savannah, Savannah; City of Atlauta, Charleston; Ashland, Fernandiua; Regulator, Wilmington, NC; John Gibson, Georgetown, DC; Fanita, Philadelphia; ship Samartian (Br), Yokohama Higgo; barks Calcutta (Ital), Genoa; Kalstad (Nor), Honfleur; Subra (Nor), Trieste; Europa (Nor), Copenhagen; brigs Tartar (Br), Plymouth; Framat (Sw), Oporte; Clytio, Havana.

MARITIME MISCELLANY.

STEAMER QUESEC (Br., at Portland, Me, from Liverpool, defore reported damaged, had been 27 days on the passage, including the delay at Halifax. Capt blade's log book states a sea stove the wheelhouse and carried away the steering goar on the 9th, another two boats, two water tanks, soft and ventilators. Tackies were set on the Hiller, some states a very season of the steering so carried away then of the wreck was cleared. In foing so carried away then of the work was cleared. In foing so carried away then of the steering so carried away and tackle on the iller, causing the radder to knock about tremendously and smashing the serve belonging to the steering goar. A following so stove the upper deck lustches and smashed another boat. The rudder, which had been secured, again broke adrift, and after considerable trouble was secured with heavy chains. On the 10th every remaining thing on deck was started and the deck stove in one or two places. The steering goar was a third time carried away. The mizzenmast was set and the ship hove to. At midnight of that day the gale was at its height. Seas broke over the ship continually, dashing the spray to the mastheads. Everything that could go was gone about deck. The bridge was stove and the steering and engine telegraph damaged. The next day was a repetition of the proceeding, except that a steamer and a bark bound eastward wore sighted. On the next two days the weather was a little more moderate. They steered with the tackles and steam winch, going much of the time at h.lf speed. On the 17th as as stove and gutted the chartroom, and nearly washed a man overboard.

BARK GERONINA MADRE (Ital), Bertelotto, from Philadel-phia for Queenstown, which put back to Delaware Break-water Jan 24 leaking, has repaired and was reloaded on

circenshury Point Jan 29, but was hauled off arternoon or sume date and towed into Annapolis.

Schr Rhoda B Taylon, which was lowed into New Orleans Jan 3, was pumped out and discharged of her cargo and sold to settle the question of salvage. The vossel brought \$2.75. She will be fitted up at New Orleans and will hereafter hail from that port

Schr Sas Seray, Holines, of Eastport, bound for New York, was blown off the coast twice, the last time was off Chatham. She ran into dioncester Thereby night and was supplied with anchors. Her bulwarks were washed away and everything from deck. She was to be in readiness to sail Wednesday night.

sail Wednesday night.

Schie Will Horkins, before reported stranded at Rockaway and subsequently floated and taken to Staten Island, where she was soid, was towed to City Island February 1 to be overhauled and repaired at John Hawkin's yard.

Schie James A. Potter, ashore at Amagansette, Li, has had all her eargo discharged by the local weekers, of which about 240,000 feet of impher are unbroken and a large quantity is broken, and the latter was to be sold at auction on Jan 30, together with the hall of the vessel, one anchor and all ef her chains, and the mast, all of which were on the beach. The lumber that is whole will be shipped to some port on the main land.

voyage continued.

COMMERCE ON NEW YORK—There were 115 steamers, 30 ships, 217 barks, 79 brigs and 94 schooners, in all 54 vessels, arrived at the port of New York from foreign ports during the month of January, 1879.

New York, Feb 1—To the Editor of the Herald:—Tho undersigned desire to express their thanks, through the medium of the Herald, to Captain Kenerley, of the steamer Naples, and his crew for the kind treatment received by them after being taken off their boat, the Abraham Leggett, No.4—Francis Connor, pilot; Paul Woolrich, and crew.

Baltinor, Jan 31—The ice broke adrift this AM, and the iceboat has been engaged during the day in breaking it up. A NW wind prevailing, it is rapidly driving it out of the river.

GHENNORT, LI, Feb 1—A schooner, probably of light raft, samed the Princess Louise, built in East Setauket y Boss Frederick Smith, was recently launched on wheels o Skidmore's Point, and has been chartered for a trip to

permit.
Capt Geo Y King and his son Charles King, of Green-port, have bought, the latter 's and the former '% of schu R M Clark, of this port, and will continue her in the coast

R M Clark, of this port, and will continue her in the coast ing tradic.

HALIVAX, Feb 1—The American schr M H Perkins, which arrived from Grand Banks to-day, reports that during last Sunday's gale she tore her forceasil, lost two anchors and sustained other damage.

The American schr grasher, at this port from Western Banks, reports that after was struck during Sunday's gale and had her dories badly stove. She is here for repairs.

SAN FRANCISCO, JAN 25—The ship Great Western, Just in from New York, was sold to the Seattle Coal and Transportation Company, and will be delivered to her new owners as soon as discharged, and go into the coal trade between here and Seattle. She is an old Black Bail packet, having been built in 1851. In New York, by W H Webb, and will be well adapted to the coal trade.

SHIPSILDING—At Camden, Me, timber for the new schooner to be built by Goombs & Brown has arrived from Banger. The schooner is to have three masts, and will be about 400 tons. The vessel of Bean & Robinson is rapidly approaching completion, and will be ready to launch in about two weeks.

NOTICE TO MARINERS.

BROALS ON THE GREAT NEWFOUNDLAND BANK.

The following is the substance of a letter from Staff Commander Robinson, RN, Examiner-in-Chief and Harbor Master at St Johns, NF, regarding the supposed existence of shouls on the Great Bank at Newfoundland;—"Due 12, 1878, John Ryan, sating out of St Johns in the capacity of master of a banking schooner, reports that he has sounded on a rock with 14 fathous on it, ESE 12 miles from the Virgin Rocks. It is generally covered with vessels at anchor fishing. The fishermen informed him that another rock, with only 7 fathoms, lay SSW three-quarters of a mile from this rock. He also reports that rocky patches, with from 5 to 10 fathoms on them, its SSW and SSE 20 miles from the Virgin Rocks."

WHALEMEN.

A letter from the first officer of schr Wm Wilson, of Marlon, dated at son Jan 18, reports that on 11th took a sperm whale, but a gale coming on saved only 30 bbls. Reports having seen sehrs Admiral Blake, Golden City, and E B Conwell; nothing this season.

A letter from Capt Silva, of brig Varnum H Hill of NB, reports her at see Dec 24, let 40 8, saving taken four sperm whiles, which made 45 bbis, for a Christmas present. All well; bound south.

SPOKEN.

Bark Florida (Ital), from Santos for Pensacola, Jan 5, lat 6 S. Ion 34 35 W. Bark "Oberla Caledonia," from Genoa (100 days out) for New York, Jan 24, lat 30 16, lon 60 40.

OUR CABLE SHIPPING NEWS.

ANTWERF, Feb 1-Arrived, bark Agathe (Nor), Governsen BARCELONA, Jan 29-Arrived, brig Loreto (Sp), Domenech.

DUNKIRE, Jan 31-Sailed, bark Emily Lowther (Br), Web-Generalyan Jan 29-Arrived, steamer City of Se (Br), Peters, New York (and sailed 31st for Shanghai).

Passed 304h, steamer Dorian (Br), McDonald, from Sicily

Hampton Roads; Guiseppina C (Ital), Chiapello, United States; Edith Carmichael (Br), McEachren, do; Feb 1, 5 PM, steamer Canada (Fr), Franguel, New York.

PM, steamer Canada (Fr), Françuel, New York, Livzgroot, Feb 1—Arrived, steamers Emblehope (Bry-Stephenson, New Orleans; Palermo (Br), Hunter, Norfolk; State of Alabama (Br), Ritchie, Portland, Me. Sailed Feb 1, ship Stamboul (Br), Seeley, New York; bark Kalema (Br), Douglass, Galveston. LONDON, Jan 31—Sailed, ship Tobique (Br), Davis, United

LYNN, Jan 31-Sailed, bark Leon Pancaldo (Ital), Rossi, Phitadelphia.

Lusson, Jan 26-Sailed, brig Papa Giacomo (Ital), Lauro.

New York (before reported without date).

LEGHOMS, Jan 29—Sailed, bark Florida (Nor), Mikkelsen,
Philadelphia; brig G P Sherwood (Br), Turner, New York both before reported without date.

Mataga, Jan 28—Arrived, bark Caleb (Nor), Jobson, New

Orleans.

MARSHILLES, Jan 29—Arrived, bark Torfacus (Nor), Pe do en. New York. ien, New York. Plymourn, Jan 31—Arrived, bark Ragna (Nor), Melsom, Charleston for Amsterdam. Queensrown, Jan 31—Sailed 6 PM, steamer Germanic

Br., Kennedy (from Liverpool), New York. Вотгинови, Jan 31—Sailed, bark Israel (Sw), Taßin, United States.

Shanghai, Jan 31—Arrived previously, bark Quickstep.

Barnaby, Sydney, NSW.

WESTORY, Jan 29—Arrived, bark Origine (Ital), Cavassa,

LONDON, Feb 1-Brig Presto (Ger), Mark, from B Gottenburg, is drifting in the ice near the latter place.

The Isabellia has arrived at Corunna with the crew of
the Riverside, which was abandoned Jan 8. [Brig River-

side (Br), Davidson, left St Marys, Ga, Dec 22, for Monte video, and may be the vessel indicated. WEATHER REPORT.

HOLYREAD, Feb 1—Wind SB, strong: barometer, 20.962. LITERPOOL, Feb 1—Wind SE, fresh: basy. PLYROUTH, Feb 1—Wind ESE, strong; rain; berometer, FOREIGN PORTS.

BARRE'S ISLAND, Oct 7-Sailed, bark Mary Goodell, Eames, Queenstown.
FALMOUTH, E. Jan 20—Cleared, bark Stefone Pache (Ital),
FALMOUTH, E. Jan 20—Cleared, bark Stefone Pache (Ital),
FARCE, Aberdeeu.
GLASGOW, Jan 24—Arrived, bark Dunsinane (Br), Young,
Annapolis, NS.
HAVASA, Jan 31—Arrived, steamer United States, Hedge. HALIPAX, Feb 1-Arrived, steamer Sardinian (Br), Dutton, Halifax, Feb 1—Arrived, steamer Sardinian (Br), Dutton, Liverpool for Baltimore.

Also arrived 1st, steamer Moraviau (Br), Graham, Baltimore, to sail for Liverpool at midnight.

I Satura, Jan 19—Sailed, bark Noah, Hall, Boston (since put into Nassan in distress).

Qugessarwaw, Jan 18—Sailed, bark Noah, Hall, Boston (since put into Nassan in distress).

Qugessarwaw, Jan 18—Cleared, ships John W Marr, Morae, Antwerp: Charger, Hallett, Hull; Red Cross, Howland, Bublin; Deverou (Br), Patterson, Antwerp: Midlothian (Br), Griffith, Havre Corolla (Br), Messer, Dunkirk; barks Mallagain (Br), Summers, Liverpool; Cordillera (Br), Midlothian (Br), Griffith, Havre Corolla (Br), Mosser, Dunkirk; barks Mallagain (Br), Summers, Liverpool; Cordillera (Br), Mellister, Dublin; Hans Tode (Nor), Josephson, Bantry; Gunn (Nor), Hansen, Limetick; 20th, ship Tourland Castie (Br), Anderson (from Prince Edward Island, Bridgowater; brig Arctic (Br), Brinton, Cardiff; Nyanza (Br), Winhog, Weymouth; 21st, bark Baccinno (Revelle (Ital), Belzs, Stiletth.

Sailed 20th, ship Iron Craig (Br), Jones (from San Francisco), Hull. isco), Hull.

ST DONINGO CITY, Jan 15—In port, schr Mary Helen, Jelisch, for New York, idg angar, &c.

ST JOHN, NB, Jan 33—Cleared, brig Vesta (Br), Harding,

Barbados. NS, Jan 29—Arrived, schr Dreadnot (Br), New York. AMERICAN PORTS.

ASTORIA, O. Jan 23-Arrived, bark Rival, Adams, San Francisco.

BOSTON, Feb I.—Arrived, steamers August Andre (Belge, Eyler, Antwerp; Neptune, Berry, New York; schrs Theresa D Baker, Cobb, Virginia; Mary Mathison, Waite, do; James Boice, Manson, Baltimore; Sarah U Smith, Banks, Elizabethport; Alice P Higgins, Higgins, Virginia; Jno M Ball, Cahoon, do; J G Cartis, Paine, do; Kddle Pierce, Hawes, do; Jno T Manson, Phinney, South Amboy, Cleared-ateamers, Alvah (Br., Murray, Liverpuol; Palestine (Br., Whiteway, do; Wm Lawrence, Howes, Baltimore; Saxon, Snow, Philadelphia; Nereus, Hallett, New York; bark Lizzio, Aspinwall (and sailed); brig Lizzio J

Bigelow, Hardenbrocks, Cayenne; Meirose, possed Hayti--clearance suppressed.

Sailed.-Steamer Bavarian (Br), Liverpool.

BallTiMORE, Feb. 1-Arrived, steamers Peravian Smith, Liverpool; W Woodward, Young, South An ship David Stewart (Arg., Holt, Rio Janeiro; barks Sie Segeman, Rio Janeiro; Zwonimir (Austi, Martinalich, erick; Templar, McLean, Rio Janeiro; bosephine Evans, Silloth; Emilia (Norl, Rummetroph, Si Nazair Cleares-Steamers Venemelan, Br), Lowtherwaif, L. pool, D J Foley, Price, Wilmington, NC; barks Strence (Br), Doe, Demayerara; Maletoc (Br), Delap, Loudery; Von Moltko (Br), McCully, Limerick; schra Allen, Steelman, New York; E M Reod, Baker, Provide Walter, Thomas, Portsmouth; A E Smyrk, Martins, do. Sailod.-Steamer (Bythellic), barks Cathella, Refor ianca. CHARLESTON, Feb 1—Arrived, steamer Gulf Stream, ngram, New York. Cleared—Steamer Champion, Lockwood, New York; harks irna (Ger., Schulte, Liverpool; Matilde (Sp), Alsina, Barco ork.
FERNANDINA, Jan 29-Arrived, schr Joshua
reethy, St Pierre, Mart, seeking. innason, and originare.

Sailed—Bark Nora (Nor), Jacobsen, Queenstown; schr
foung Teazer, Follmire, Brashear.

GEORGETOWN, SC, Jan 28—Arrived, schr Lizzie Lane.
West, Point a Pitre.
Cleared, schr Louisa Frazier, Crawford, Now York,
JACKSONVILLE, Jan 31—Sailed, steamer Westers
Texas, Hino, New York; Fob 1, Secret (Br) Nassau.

KEY WEST, Jan 25—Arrived, schr Zeta Psi, Francis
Nas York. Texas, Hine, New York; Fob I, Secret (Br) Nassau. KEY WEST, Jan 25-Arrivod, schr Zeta Psi, Francis New York. MHLTON, Cal, Jan 24-Arrivod, bark Portland, Gage, Sas MILTON, Cal. Jan 24—Arrived, bark Fortande, Gage, Sar Franches.

NEW ORLEANS, Jan 28—Arrived up, ship Isnier (Bri, Bongay, Bremen; bark Eastern Province (Br), Lodge, —; sehr Sargent 8 Day, Arnet, Bonacca, Feb 1—Arrived, steamers New Orleans, Halsey, New York; Chas W Lord, Colton, Vera Cruz. Cleared—Steamers Jamaican (Br), Winder, Liverpool; Effective (Br), Cummings, do; Guy Mannering (Br), Mann, do; ship Birmingham (Br), Symmers, do; barks Gler (Nor), Amundson, Cork; Die, Sawyer, Royal. Fasses, Jan 25—Arrived, steamer Margaret, Baker, Ha-Yana. rana.
Feb 1—Arrived, brig Watch (Br), Robbins, Rio Janeiro.
Sailed—Steamers Peer of the Realm (Br), and Autocrat
Br); ships Portlaw (Br), Beann-Uamha (Br); barks Felix
Mendelssohn (Ger), Hectangoga (Br), Alfa (Itab), America
(Itab). Tita (Sp), and Guiseppe Quinto (Itab).
NORFOLK, Jan 30—Arrived, schrs Ella May, Kemp, New
York, John M Bail, Caboon, do; H W McCalley, Daughtry, York, John M Bail, Cancon, ac; If W McCaitey, Daugatry, Philadelphia.
Feb 1—Sailed, ship Cashier (Br), Liverpool (was reported cleared for Bromon); bark Minnie (Br), Kitchen, Liverpool, NEW BEDFORD, Jan 31—Arrived, schr G L Levell, Wechawken; Jan 31, AM—Arrived, achrs Idaho, Peck, NeW York; Goo E Prescott, Blye, Weolawken for Fall River.

Retorned—Schr Wm Thomas, Littlejohn, Weehawken for Fall River (returned on account of ice in Mount Hope Bay; reports large quantities of ice as far down as Bristol ferry; Sailed—Schr G L Lovell, Perth Amboy for New Bedford, NEW LONDON, Jan 31—Arrived, schr Ranger (Br), Prince Edward Island for New York.

Sailed, schra William Gillum, New York; Casper Lawson,

PENSACOLA, Jan 29-Arrived, steam tug June, Saun-PORT ROYAL, SC. Feb 1—Sailed, bark Sole (Br), Dann PORT ROYAL, SG. Feb 1—Sailed, Dark Solo (BF), Dannprill ADELPHIA. Feb 1—Arrived, steamers Wyoming,
Teal, Savannah; Williamsport, Willetts, Boston; bark
Brodreno (Nor., Salvesen, Genoa; schrs, L. Sturtevant,
Austin, Leechville, NC; S. S. Hudson, Naughan, Galveston,
Cleared—Steamers A Strong, Deacon, New York; Achiles, Swasey, Newburpport; Roman, Crowell, Boston: Tonawanda, Shorman, Providence; Equator, Hinckley, Fall
River; Alliance, Lawson, New York (and all sailed); slitp
Tyro (Br), Raymond, Amsterdam; barks Alku (Aus), Wailin, Antwerp; Elleda (Br), Lane Lisbon; schrs William &
James, Carey, Norfolk; Z Steelman, Crane, Richmond, Va;
J W Hine, Frances, Bristol, RI.
Sailed—Schrs Cora Morrison and Barracos.

Liverpool,
PERTH AMBOY, Jan 31—Arrived, schr Sophia Krans,
Smith, Boston, to load railroad iron for New Orleans.
PORTLAND, Jan 30—Sailed, bark Woodside, and ChasLoring. Loring.
Feb 1—Cleared, steamer Lake Champlain (Br), Bernson, Feb 1—Cleared, steamer Lake Champiam (Br), Sersson, Liverpool.
PORTSMOUTH, Jan 31—Salled, schr John E Sanford, PORTSMOUTH, Jan 31—Salled, schr John E Sanford, Berry, Pertland, to load for Baltimore.
PHOVINCETOWN, Mass. Feb 1—In port, barks Witch, from Weehawken for Boston; Florence, from Providence for do; brig Hattis S Bishop, from Hoboken for Providence for do; brig Hattis S Bishop, from Hoboken for Providence ash George Calhorn, NB PROVIDENCE, Jan 31—Arrived, steamer Catherine Whiting, Harding, Philadelphia; schrs Kelndeer, Howard, Virginia; Holon, Perry, Baltimore; John Stockham, and Wirginia; Holon, Berryl, Bolt Reasos, Bushnell, New Hart, Hoboken; Mail, Merrill, do; Brasos, Bushnell, New

Rio Grande do Sul.

ROCKLAND, Jan 22—Sailed, schr Addie E Snow, Thorndike, Caracoa.

San Francisco.

23d—Sailed, ship Josephus, Rogers, San Francisco.

SAVANNAH, Feb 1—Arrived, steamer City of Columbus,
Niekerson, New York; schr Curtis Ackerly, Morton, Baltinore. Cleared—Ships Goschen (Ger), Heins, Queenstown for orders: Beethoven (Br), Smith, Baltimore; bark Gitans (Nor), Jacobsen, Bremen; brigs Joven Antonio (Sp), Hosch, Barcelona; Gesoris (Sp), do; schr Carrie Bell, Soavey,

New York: Katte & Romisson, Charleston.

STONINOTON, Jan 31—Arrived, pilot boat Thomas S
Negus, from a cruise.

VINEYARD HAVEN, Jan 3—Arrived, schrs Hyne, Otis,
South Amboy for Portsmouth; H E Willard, Harding, Visginia for Portland; George Calhoun (Ep., Starkey, New
York for St John: G P Baird (Br), Thosli, Port Johnson for
do; J F Chandler (Br), Borden, Cornwalles for New York;
Sea Spray, Holmes, Eastport for do; Harriet S Brooks,
Quigley, Harmon's Harbor for do; Robert Foster, Robinson, Boston for Philadelphia; Lulu, Snow, do for Baltimore; Charlotte Fish, Clark, do for Charleston; Gray Eagle,
Hendricks, Portland for Norfolk, Va.

Salied—Barks Witch and Plorence; brig Hattle S
Bishop; schrs Sarah iBr, Mystery (Br), Clarine (Br), Nadsb,
Adelaide (Br), Convoy, Ocean Queen (Br), Empress, H E
Willard, Geo Calhoun (Br), G F Baird, Hyne, Harriet S
Hrooks, Cella, Crown Prince (Br), Spring Bird (Br), Maude
& Bessie (Br), and Champion (Br),
WILMINGTON, NC, Jan 39—Cleared, schr Anthea Godfrey, Adams, Georgetown to load for Philadelphia.

Feb 1—Arrived, Brig Fanny Aurora (Sw), Holsen, Honfield.

Bark Amazon (Ger), Baltzer, Hamburg; brigs fleur.
Cleared—Bark Amazon (Ger), Baltzer, Hamburg; brigs
Alaska (Br), Halcrow, Liverpool; Wm Robinson, Harding,
Havana; schr Ralph Howes, Getchel, Lagnayra.
WOOD'S HOLE, Jan 29—Arrived, achr L B French, Barbour, Weehawken.

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